

# **IDAHO TRANSPORTATION DEPARTMENT**

## **DISTRICT THREE**

*(ADA, ADAMS, BOISE, CANYON, GEM, ELMORE, OWYHEE, PAYETTE, VALLEY &  
WASHINGTON COUNTIES)*

### **Project Report**



### **August 2009**

**Current Report: Fiscal Year 2009-11**

## Projects In Design/Development

### Legend

NEPA – National Environmental Policy Act

PS&E – Plans, Specifications & Estimates

(design phase is complete and project is ready to advertise to potential contractors)

The GARVEE Transportation Program uses funds from **Grant Anticipation Revenue Vehicle** bonds to expedite needed interstate improvements.



### Ada County

#### **Idaho 16, Interstate 84 to Idaho 44 Environmental Study (GARVEE)**

- This project will preserve a corridor for the future 7.5-mile-extension of Idaho 16 to I-84. As western Ada and eastern Canyon counties develop, the ability to move north-south traffic is a primary concern. The project will provide a vital north-south link in the Treasure Valley. Three possible routes are being considered, with the east and west end points still in question. Numerous preparatory reports are scheduled to be completed by April 2010. Additional funding must be identified for right-of-way purchase, design and environmental work, and construction. A public meeting was held July 8 at Rocky Mountain High School in Meridian, with 213 in attendance.

#### **Idaho 16, Intersection of Floating Feather Road**

- A turn bay will be added at this intersection to serve north- and southbound traffic. This highway connects Gem and Ada counties. The once-rural area is changing from farms and orchards to subdivisions and businesses. Increased traffic is creating safety and congestion concerns. A 10-foot box culvert exists within the projects limits and will be extended on both sides of Idaho 16 to allow for the lane addition. Construction is expected to begin in fall 2009.

#### **U.S. 20/26, Corridor Preservation**

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The majority of this corridor is a two-lane rural roadway with a 55 mph speed limit. The land use along the roadway is mainly agricultural; however, an increasing number of residential subdivisions are being constructed. Right-of-way costs along U.S. 20/26 are escalating. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor.

#### **Idaho 44, Corridor Preservation**

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. Idaho 44 lies in an important east/west corridor that connects Ada and Canyon counties. Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties. Land along the highway is being developed at a rapid rate. Farms and dairies are becoming subdivisions and businesses, creating more traffic. The project also

includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Open houses were held in Eagle Feb. 11 and Middleton Feb. 12, attended by more than 200 people.

#### **Idaho 55, Eastbound Ramps to Fairview**

- This is a pavement rehabilitation project on Eagle Road (Idaho 55) between I-84 and Fairview Avenue. Final design of the project has begun. The project is scheduled to advance to the PS&E phase in Sept. 2009 and built in 2010.

#### **I-84, Cloverdale Underpass Bridge**

- This is a bridge-deck rehabilitation project for the bridge, built in 1966. The top inch of the old surface will be removed, and two inches of new material put down. Construction is scheduled for 2011.

#### **Western Heritage Historic Byways Signage (OFF SYSTEM)**

- This Scenic Byways project will construct 4.5 miles of 5-foot shoulders (bicycle lanes) on both sides of Swan Falls Road south of Kuna from Nicholson Road to Kuna Mora Road. The Concept Report, Preliminary review, Environmental Evaluation and Design Study Report have been completed and approved. Final Design review meeting was held Jan. 29. The PS&E package was submitted to District 3 April 1, 2009. Currently awaiting paperwork to be incorporated into the State/Local Agreement (Construction).

### **Adams County**

#### **U.S. 95 Corridor Study**

- Public meetings on U.S. 95 were held in New Meadows Oct. 28 and Council Nov. 5, 2008. If you were unable to attend the meetings but would like to make comments, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

### **Boise County**

#### **Idaho 21, Mores Creek Bridge**

- This project will rehabilitate the existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation and other repairs and is scheduled for 2010. The existing bridge is eligible for the National Historic Register. The project is expected to advance to the PS&E phase in November 2009.

#### **Idaho 21, Five Mile Creek Culvert**

- This fish-passage project is being funded through the U.S. Forest Service. The project is located near milepost 83 on Idaho 21 east of Lowman. This project is in the early stages of project development. A short-span bridge that would replace the existing culvert is being considered, along with stream rehabilitation. Construction is expected to begin in summer 2010.

#### **Idaho 21, Milepost 60 to Clear Creek Bridge**

- The pavement will be rehabilitated on 12.5 miles of Idaho 21 in this project. Construction is scheduled for 2011.

#### **Idaho 55, South Fork of Payette River Bridge**

- This bridge deck repair project also includes repair of the approaches to the structure at Banks near milepost 79. The current program has this project scheduled for 2011 construction.

#### **Idaho 55, Banks to Round Valley Rockfall Mitigation**

- This is a rockfall mitigation project scheduled for 2010. The project will remove loose rock from the rockfall zone and may add netting to prevent falling rocks from entering the roadway. This project is expected to advance to the PS&E stage in early October.

### **Canyon County**

#### **U.S. 20/26, Corridor Preservation**

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The majority of this corridor is a two-lane rural roadway with a 55 mph speed limit. The land use along the roadway is mainly agricultural; however, an increasing number of residential subdivisions are being constructed. Right-of-way costs along U.S. 20/26 are escalating. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor.

#### **Idaho 44, Corridor Preservation**

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. Idaho 44 lies in an important east/west corridor that connects Ada and Canyon counties. Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties. Land along the highway is being developed at a rapid rate. Farms and dairies are becoming subdivisions and businesses, creating more traffic. The project also includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Public meetings were held Feb. 11 in Eagle and Feb. 12 in Middleton, with over 200 people in attendance.

#### **Idaho 55 Corridor Study**

- Public meetings on Idaho 55 were held in Caldwell and Homedale in late 2008, and in Marsing April 16. An additional meeting will be held in Canyon County in September. If you were unable to attend the meeting but would like to comment, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

#### **I-84, Franklin to Garrity Widening (GARVEE)**

- This project will widen the existing interstate to three lanes in each direction between Franklin and Garrity interchanges in Nampa, and involves two minor structures. The project is expected to be advertised to potential contractors in September. Construction is not yet funded.

#### **I-84, Garrity Interchange Bridge Widening (GARVEE)**

- This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on the interstate. Reconstruction of

I-84 for about one-half mile each side of the bridge will be included in the project. The project is expected to be advertised in September, with construction in July 2010.

#### **I-84, 11<sup>th</sup> Avenue Overpass Reconstruction (GARVEE)**

- This project involves the replacement of the 11<sup>th</sup> Avenue Overpass to allow for future additional lanes on I-84. The structure is located between the Franklin and Garrity interchanges. The project is expected to go to bid in November 2009, and work may start in early winter. Construction is not yet funded, however.

#### **U.S. 95 Corridor Study**

- Public meetings on U.S. 95 were held in several locations in the fall of 2008, and a meeting is slated for Parma July 16. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. If you cannot attend the meeting, comments, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

#### **U.S. 95, Wilder South City Limits to Parma South City Limits**

- The pavement on eight miles of U.S. 95 will be rehabilitated in this project, from the south city limits of Wilder to the south end of Parma. Construction is expected in 2012.

### **Elmore County**

#### **Idaho 51, Nevada State Line to Sheep Creek Road**

- This is a 20-mile pavement rehabilitation and preservation project on a two-lane road, about 70 miles south of Mountain Home. The first 11.4-mile stretch will receive a thin overlay of asphalt (about 1.8 inches), and the entire 20-mile area will be seal coated. It is a 24-working days contract, with all work between 7 am and 7 pm. Nighttime work is prohibited. The work may start work in 2009 or 2010, at the discretion of the eventual contractor. Contractor's bids are expected in December.

#### **Idaho 51, Sheep Creek Road to Tindall Road**

- This nine-mile pavement rehabilitation project, about 30 miles south of Mountain Home, is scheduled for construction in 2011.

#### **I-84B, Old Highway 30, Mountain Home**

- This is an intersection improvement project that will widen four legs of the intersection to accommodate left-turn lanes. Construction is scheduled for 2011.

### **Owyhee County**

#### **Idaho 55 Corridor Study**

- Public meetings on Idaho 55 have been held in Canyon County this fall, and one was held in Marsing April 16. If you cannot attend the meeting but would like to comment, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

#### **Idaho 78, Jct. Idaho 55 to Givens Hot Springs**

- This project rehabilitates 11.5 miles of pavement on Idaho 78 from the junction of Idaho 55 to Givens Hot Springs. Construction is anticipated in 2011.

#### **Idaho 78, Givens Hot Springs to Jct. Idaho 45**

- This project rehabilitates 8.3 miles of pavement on Idaho 78 from Givens Hot Springs to the junction with Idaho 45. Construction is anticipated in 2011.

### **U.S. 95 Corridor Study**

- Public meetings on U.S. 95 were held in Fruitland, Payette and Homedale in late 2008. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. If you were unable to attend the meetings but would like to comment, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

### **U.S. 95, Oregon State Line to milepost 16**

- This project involves the rehabilitation of 16 miles of U.S. 95, from the Oregon State Line northeast into Owyhee County. Construction is anticipated in 2011.

### **U.S. 95, Jct. Idaho 55 to Homedale South City Limits**

- This is a 7.5-mile pavement rehabilitation project. Construction is scheduled for 2010. A project is expected to get under way this summer which will add three to six inches to the shoulders in that area in preparation for this project.

## **Payette County**

### **U.S. 30, New Plymouth West City Limits to Jct. Idaho 72**

- This two-mile pavement rehabilitation project goes through New Plymouth. The roadway is in poor condition, with transverse cracking. The project will extend the life of the road and improve the surface for motorists, avoiding more costly repairs at a later date. The guardrail at the Noble Canal Bridge will be updated, and several 60 to 80-year-old pipes will be repaired or replaced in the project right of way. The pavement will be overlaid and rehabilitated using the Cement Recycled Asphalt Base Stabilization (CRABS) method. The project is expected to advance to the PS&E stage this summer. Contractor's bids will open on this project August 4. Construction is anticipated this fall.

### **Idaho 52/Idaho 72 (1) Payette East City Limits to Jct. Idaho 72 (2) Jct. U.S. 30 to Jct. Idaho 52**

- These are companion summer 2010 pavement rehabilitation projects. A thin overlay will be placed on about 14 miles of rural highway, including guardrail work on a canal crossing and some minor repair work around the Payette River Bridge to prevent further eroding around abutments. Construction is anticipated to begin in the spring or summer of 2010.

### **U.S. 95, Payette River Bridge, South of Payette**

- This U.S. 95 project will replace the northbound truss bridge (built in 1927) located on U.S. 95 between Fruitland and Payette. The new bridge will be two-feet higher off the water, will allow unlimited vertical clearance and be 84 feet in width, eliminating current safety concerns regarding width and height restrictions. It also includes minor roadway realignment to tie into the new bridge location. U.S. 95 is the main route connecting north and south Idaho. About 18,000 vehicles use this portion of the highway daily and by 2026 the volume is expected to be more than 25,000. The proposed new bridge would be constructed between the existing southbound and northbound bridges. The new bridge may be attached to the existing southbound bridge. Contractor's bids will be opened on the project in late summer/early fall 2009. Construction is scheduled to start shortly thereafter, and will take about two years to complete.

### **U.S. 95, (1) North Payette City Limits to South Payette City Limits, (2) North Fruitland to South Payette, (3) Snake River Bridge to Jct. U.S. 95, Fruitland**

- These three companion pavement rehabilitation projects encompass about six miles, from north Fruitland to north Payette, and are scheduled for construction in 2010. Work also includes about one-half mile of U.S. 30 between the Snake River and Fruitland.

## **Valley County**

### **Idaho 55 Corridor Study**

- A public meeting on Idaho 55 was held in McCall Oct. 29, 2008 and one is slated for Cascade in mid-August. If you were unable to attend the McCall meeting, but would like to make comments, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

### **Idaho 55, Gold Dust Road Turn Bay, south of Cascade**

- This project will construct a left-turn lane on Idaho 55 for Gold Dust Road at milepost 112, about 1.5 miles south of Cascade. This project is expected to advance to the PS&E stage in early October. Project construction is scheduled for 2010.

### **Idaho 55, Banks to Round Valley Rockfall Mitigation**

- This is a rockfall mitigation project scheduled for 2010. The project may add netting to prevent falling rocks from entering the roadway, which will also include the removal of loose rock from the rockfall zone. This project is expected to advance to the PS&E stage in early October.

## **Washington County**

### **U.S. 95 Corridor Study**

- A public meeting on U.S. 95 was held in Weiser on Nov. 6, 2008. If you were not able to attend the meeting but would like to make comments, suggestions or questions should be sent to [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov).

### **U.S. 95, Interchange Overpass in Weiser**

- Design will begin soon on this bridge rehabilitation project, which will perform minor concrete repairs on two adjacent four-span bridges on U.S. 95 Spur, built in the late 1950s. Bridge deck joints will be replaced, and it will include repair of some cracking or breaking in the bottoms of some of the bridge girders, as well as repair of metal bridge railings on both structures. The work will extend the life of the structures. One lane of the two-lane structures will be maintained for traffic. The project is expected to advance to the PS&E phase in fall 2009. Construction is anticipated in the summer of 2010.



## **Projects Under Construction/Beginning Soon**

### **Ada County**

#### **Idaho 21, Diversion Dam to Sandy Point, Ada County; and Jct. I-84 to Federal Way, Boise**

These companioned projects will rehabilitate the pavement on Idaho 21 from its junction with Interstate 84 to about 50 feet NE of the westbound Federal Way (Idaho 21) off-ramp, and the two-mile stretch from Diversion Dam to Sandy Point. The project will extend the life of the roadway and create a smoother ride for motorists. In addition, multiple video detection cameras will be installed for both north- and southbound traffic at the Gowen Road/Idaho 21 intersection through a cooperative agreement with ACHD. The eastbound on-ramp to I-84 and westbound off-ramp from I-84 will also be overlayed. The eastbound off-ramp from I-84 may also be reconstructed due to severe rutting and cracking. The Diversion Dam to Sandy Point portion of the project will involve a 1.8-inch overlay utilizing the SALSA method of resurfacing - Stress Absorbing Layer of Straight Asphalt. This helps to minimize roadway surface cracking. ITD also has a cooperative agreement with Ada County to overlay a portion of the bike path running parallel with the northbound Lane from Diversion Dam towards Sandy Point. This agreement is only for the part of the path that runs on the same elevation with Idaho 21. The bike path will be closed for three to five days during this work, and every effort will be made to re-open the path as soon as possible.

- Contractor: Staker & Parson Companies dba Idaho Sand & Gravel Co. (Nampa)
- Amount: \$1,098,140
- Started: July 30, 2009
- Est. Completion: October 2009

#### **I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)**

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening. The project includes delineators, signs, drums, pavement markings, and pavement maintenance. Two AWIS (Automated Work Zone Systems) will also be added in this project, which includes camera, radar speed detection, and variable message signs to relay messages to commuters regarding commute times, construction traffic control, and more. The cameras and cabinet foundations have been installed, and work on fiber optics is under way. The Ten Mile to Meridian project will be the first to utilize these technologies, and the coordination would be in effect throughout the remaining Garrity to Meridian projects.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

#### **I-84, Garrity Interchange to Ten Mile Road, highway reconstruction (GARVEE)**

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Lane reconstruction and temporary lanes with traffic shifts also are included.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$28,654,777
- Started: late October 2008
- Est. Completion: Early winter 2009

#### **I-84, Ten Mile to Meridian Interchange reconstruction (GARVEE)**



The roadway will be reconstructed and widened to accommodate a third lane in each direction in this two-mile stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. I-84 eastbound traffic has been shifted to the north side for construction of the I-84 permanent eastbound lanes and irrigation crossings through the winter months. Construction of permanent westbound concrete pavement is complete. All traffic has been shifted to the new westbound pavement to create a work zone on the south side of the interstate for work to progress during the winter/spring months.

- Contractor: Knife River (Boise)
- Amount: \$29,611,140
- Started: Late May 2008
- Est. Completion: August 2009

#### **I-84, Ten Mile Interchange, Meridian (GARVEE)**

This project will construct a full Single-Point Urban Interchange (SPUI) at Ten Mile Road, to replace the bridge built in 1964. The project is being developed to relieve congestion at the Meridian Interchange and provide local access to the growing area west of Meridian Road. Construction is planned to start in mid-July 2009 and run through late 2011. ACHD and the city of Meridian have agreed to the closure of Ten Mile Road during construction, which should save months off the project duration. The finished product will also have bike paths, pedestrian crossings and sidewalks. Farming access will be maintained for the fields north of the interchange.

- Apparent Low Bidder: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$33,798,013
- Started: July 29, 2008
- Est. Completion: May 2011

#### **I-84, Cole Interchange to Broadway Interchange Freeway Widening (GARVEE)**

This project rebuilds and widens 3.5 miles of I-84 to four lanes in each direction from the Cole Interchange to the Broadway Interchange, adding two new lanes each way. Widening will occur in the median area of the existing roadway and will include a permanent median barrier separating traffic to improve safety.

- Contractor: Concrete Placing Co. (Boise)
- Amount: \$35,902,942
- Started: Sept. 20, 2009
- Est. Completion: Dec. 2011

#### **I-84, Orchard Street Interchange (GARVEE)**

This project will rebuild the Orchard Interchange with a partial Diamond Interchange design. The existing interchange (the bridge was built in 1969) will be replaced with a new one positioned slightly to the west, with realigned, widened and extended on- and off-ramps. This project also includes improvements to the intersection of Victory Road, Wright Street and Orchard Street. Five lanes of traffic will be maintained across the bridge during the reconstruction of the Orchard Street Interchange. Crews will build 3/4 of the new bridge to the side of the current, during which times traffic will be maintained on the current bridge. When the new bridge is 3/4 complete, traffic will be switched to the new structure. This will add traffic capacity and accommodate additional lanes on I-84 in the immediate future. Currently, 20,000 vehicles per day use the interchange, and it is expected to grow to 36,700 by 2030.

- Contractor: McAlvain Construction Inc. (Boise)
- Amount: \$15,076,456
- Started: April 7, 2009
- Estimated Completion: summer 2010

**I-84, DMS Relocation, Boise (Quality Electric, Inc; \$311,847.96; Awarded 05/18/09):** This GARVEE-funded project consists of removing and relocating the existing Dynamic Message Sign (DMS) located west of Vista interchange. The new location will be east of Broadway interchange. In addition to the sign relocation, the contractor will be installing various Intelligent Transportation System (ITS) components in the area. Nighttime lane restrictions and closures are anticipated. The interstate will be closed late two nights to facilitate the removal and re-setting of the DMS. The contractor started work in mid- June and work is anticipated to be completed by August.

- Contractor: Quality Electric Inc. (Boise)
- Amount: \$311,848
- Started: June 15, 2009
- Est. Completion: August 2009

**I-84, Vista Avenue Interchange (Stimulus)**

This project will rebuild the Vista Interchange (the bridge was built in 1969) with a Single Point Urban design, which places a traffic light at the center and allows for protected left turns in each direction. Contractor's bids open June 16. Construction is anticipated to begin in mid-July. This will add traffic capacity and accommodate future lanes on I-84.

- Contractor: Central Paving Co. (Boise)
- Amount: \$17,786,796
- Started: July 12, 2009
- Est. Completion: Sept. 2010

## **Canyon County**

**U.P.R.R. 16<sup>th</sup> Avenue Bridge, Nampa (OFF SYSTEM)**

This project involves the repair of the bridge deck on a four-lane bridge, and includes replacing expansion joints and performing sidewalk replacement repairs on a quarter-mile section of 16th Avenue. This is a 105-working days contract.

- Contractor: Idaho Construction Company Inc. (Kimberly, ID)
- Amount: \$1,049,780
- Started: April 6, 2009
- Estimated Completion: August 2009

**Intersection Logan Street & 10<sup>th</sup> Avenue, Caldwell (OFF SYSTEM)**

This project will reconstruct the intersection, adding turn lanes and replacing the traffic signal, controllers and cabinet. This is a 90-working-day contract.

- Contractor: WF Construction & Sales (Meridian)
- Amount: \$284,001
- Started: April 22, 2009
- Est. Completion: mid-August 2009

**Indian Creek Bridges, Caldwell (OFF SYSTEM)**

This project off the state highway system will repair two bridges (the 11<sup>th</sup> and 21st Avenue bridges) spanning Indian Creek in Caldwell. The 11th Avenue Bridge – a steel structure - passes under a residential intersection. The 21st Avenue Bridge – a concrete structure - serves a well-used route between the freeway and the College of Idaho. Approach work, with sidewalk, curbing and gutter will also be included.

- Contractor: Braun Jensen (Payette)
- Amount: \$2,278,000

- Started: June 1, 2009
- Est. Completion: November 2009

#### **I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)**

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening. The project includes delineators, signs, drums, pavement markings, and pavement maintenance. Two AWIS (Automated Work Zone Systems) will also be added in this project, which includes camera, radar speed detection, and variable message signs to relay messages to commuters regarding commute times, construction traffic control, and more. The Ten Mile to Meridian project will be the first to utilize these technologies, and the coordination would be in effect throughout the remaining Garrity to Meridian projects.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

#### **I-84, Garrity Interchange to Ten Mile Road, highway reconstruction (GARVEE)**

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Lane reconstruction and temporary lanes with traffic shifts also are included.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$28,654,777
- Started: late October 2008
- Est. Completion: Early winter 2009

#### **I-84, Ten Mile to Meridian Interchange reconstruction (GARVEE)**

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this two-mile stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Contractor: Knife River (Boise)

- Amount: \$29,611,140
- Started: late May 2008
- Est. Completion: July 2009

### **Owyhee County**

#### **Idaho 78, Jct. Idaho 45 to Murphy**

This is an approximately nine-mile pavement rehabilitation project (an overlay from milepost 19.775 to 29.1). Three inches of asphalt will be added to the driving surface. This road was overlayed and rehabilitated using the Cement Recycled Asphalt Base Stabilization (CRABS) method about 10 years ago, and this project will extend the life of the roadway and create a smoother ride for motorists for the next decade. This route is primarily used by local traffic, as well as agricultural interests and trucks en route to the hazardous waste facility near Grandview. This project is scheduled to be built in late summer 2009.

- Contractor: Central Paving Co. (Boise)
- Amount: \$1,847,776
- Est. Start: Aug. 10, 2009
- Est. Completion: October 2009

### **Payette County**

### **7th Avenue North, Payette (OFF SYSTEM)**

This project consists of constructing a two-lane asphalt roadway with left-turn bays at major intersections. In this Local Highway Technical Assistance Council project one-half mile of 7<sup>th</sup> Avenue will be rebuilt and widened with new curb and gutters, also adding pedestrian ramps per ADA (Americans with Disabilities Act) standards. Some sidewalk and bike lanes also will be completed. The bridge over the irrigation canal also will be repaired, and drainage improved for residents. 7th Avenue North is the road that leads to McCain Middle School and the WICAP Headstart. The street will be completely closed to traffic during construction. Construction will extend from the intersection of 7th Avenue North and U.S. 95 about halfway to the intersection at Iowa Avenue.

- Contractor: Knife River (Boise)
- Amount: \$1,459,211
- Started: Dec. 2, 2008
- Est. Completion: Late August 2009

## **Valley County**

### **Idaho 55, Main Street, Donnelly**

This half-mile project consists of a left-turn bay onto Roseberry Street (mp. 131) and a two-way left-turn (center turn) lane through town, starting at Boulder Creek Bridge. The project also includes minor sidewalk additions, drainage improvements, and traffic-access control. This is a 50-working-day contract.

- Apparent Low Bidder: Valley Paving & Asphalt (Cottonwood)
- Amount: \$975,114
- Started: July 20, 2009
- Est. Completion: Early October 2009

### **Idaho 55, Smiths Ferry to Round Valley Resurfacing**

A pavement rehabilitation project is under way from milepost 97 to 102. In that project, which starts about 500 feet south of Cougar Mountain Lodge and goes to the Round Valley area, crews will mill off the top 3 inches of surface and inlay 3 inches of new asphalt material. The project will not address any approaches or any realignment. The roadway travel surface is the worst of any surface in the SH 55 corridor; the surfaces on either end of the project have already been addressed. Within a few weeks of the completion of this project, the project surface will be seal coated, along with the stretch of roadway north from Round Valley Creek Road to the Clear Creek Lodge resurfaced two years ago. No weekend or Holiday work is anticipated.

- Contractor: Staker & Parsons dba Idaho Sand and Gravel (Nampa)
- Amount: \$1,494,141
- Started: June 8, 2009
- Est. Completion: early August 2009

## **Washington County**

### **Superior Street/Mill Road, Cambridge (OFF SYSTEM)**

This project, off the state highway system, involves improving 1,300 feet of roadway at the north end of town and replacing the existing bridge on Rush Creek with a new single-span bridge. To improve drainage, the two-lane roadway is going to be paved curb-to-curb, with curb, gutter, parking stalls and sidewalk work included. Although ITD is administering the contract, the project itself comes under the jurisdiction of the Local Highway Technical Advisory Council (LHTAC). The city of Cambridge is the local sponsor of this project.

- Contractor: Hap Taylor & Sons Inc. dba Knife River (Boise)

- Amount: \$922,499
- Started: July 20, 2009
- Est. Completion: Late Oct. 2009

### **U.S. 95, Midvale Hill Rest Area**

This project will upgrade the rest area on U.S. 95 at Midvale Hill. The project will rehabilitate the existing rest area (built in 1987) and caretaker facilities, create additional truck parking, and include other repairs. The rest room building is being completely torn down and rebuilt. The rest area will be closed during this project, and signs posted in Cambridge and Weiser to announce the closure. No temporary facilities are planned.

- Contractor: WF Construction & Sales LLC (Meridian)
- Amount: \$1,436,640
- Started: March 2, 2009
- Est. Completion: August 2009

### **U.S. 95 Spur, Snake River Bridge, Weiser**

This project replaces the Snake River Bridge connecting Annex, Oregon to Weiser. The bridge was built in 1903, with an additional span added in 1911. Traffic signals were added in 1949. In the 1950s, the bridge was replaced, and that is the one being rebuilt today. When completed, the new bridge will be 16 feet wider and able to carry heavier traffic volumes. In addition, the road on both sides of the bridge will be reconstructed. New curb, gutter and sidewalks will be reconstructed on the Idaho side of the bridge. This project is currently several months ahead of schedule.

- Contractor: Sletten Construction (Boise)
- Amount: \$10,015,956
- Started: March 10, 2008
- Est. Completion: Winter 2009

*For current driving information on Idaho highways,  
visit [511.idaho.gov](http://511.idaho.gov) or dial 5-1-1.*

